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[507-2]

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日六十月六年三號宣

HONGKONG, TUESDAY, JULY 11TH, 1911. 二月七日一九一一年六月號

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[505]

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[5135]

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Hongkong, 29th April, 1908. [5798]

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Hongkong 16th June, 1911. [545]

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[5735]

## NOTICES OF FIRMS



## PARTS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

Paris, June 16th.

## THE WINE TROUBLES.

The belligerent attitude of the Aube vine-growers is beginning to reflect on the stability of the Government, and a crisis is now looked upon as inevitable. The French Cabinet by a unanimous vote is reported to have decided to withdraw the whole of its scheme for marking out the different districts reserved for champagne and other products. Measures which will prevent fraudulent adulteration and secure the protection of old-established brands will take the place of the delimitation decree, while the Law Courts will be left to decide, in individual cases where fraud or misappellation is alleged. This somewhat unidentified retreat, while it will not satisfy anybody, has left traces of serious discontent among the members of the Cabinet, whose position has, in consequence, become very shaky. The Aube has been once more occupied by troops in consequence of the recent unrest in the wine district. So serious has the situation become that it was confidently predicted last night that within a few hours the Monis Cabinet would have ceased to exist. Though the Government officially contradicts this, the stubborn fact remains, that the members of the Cabinet, as already observed, are divided on the wine question. M. Monis, who is still confined to his bed, necessitating Ministers holding their meetings in his bedroom, is committed to the question of delimitation by his past, for as Senator of the Girondes he led the movement to delimit the Bordeaux region. The French Premier's position is seriously threatened: Spanish influence in Morocco—now amicably settled—and the fact that the Budget for this year has not yet been voted, make things all the more unpleasant for the injured Premier. The revolted Aube vine-growers are certain to take the fullest advantage of the holding policy of the Monis Cabinet.

The Aube vigneron who sell what is not invariably "champagne," but is something like it, and comes from a neighbouring zone, refuse to submit to its being described by any word which distinguishes it from the real article, and as we have seen, will on no account allow any qualifying phrase, such as suggested by the Council of State and the Government. What sense is there in bringing temporary ruin upon the industry by which they live? Instead of the Government persisting in its firmness, it endeavoured to conciliate them, and offered a compromise. The offer has been taken to be merely a sign of weakness, and the wine war has broken out afresh. The inspiration of the Council of State in creating a second-zone champagne tends to bring about the downfall of the Cabinet, for which everyone here is fully prepared. The idea of doing away with delimitation altogether has many supporters in the Chamber. The principle of delimitation is now recognised to be a bad one by the Government; had it done this before, it might have saved its life.

Were it not for pathos one would feel more inclined to laugh at the singularly curious notion of the Aube vine-growers appealing to the German Emperor for assistance and evincing such pro-German propensities. Considering themselves betrayed by "Government authority," the vigneron of the Aube would rather be Prussians than French citizens. Prussian colonists predominate throughout the Aube department, while the red flag—the substitute for the tri-colour—has in turn been pulled down, and the German flag hoisted up in its place. Of course, the Kaiser cannot interfere.

## THE FRENCH DERBY.

Royal Chantilly—the Aute of France—is a charming little place mostly inhabited by English and French jockeys and members of the racing fraternity. Last Sunday, being French Derby Day, thousands of Parisians and others gladly left the scorching city and entrained for Chantilly. The weather being delightful, the ladies were able to display their toilettes, hats, and parasols to the fullest advantage. Some went down for the mere change of scene, others bent on business, to see the racing, and others again to be admired and talked about. Never has Chantilly, which is a few miles from Paris, been known to be so packed with visitors; the little historical town with its population of 3,000 odd inhabitants was gaily decorated for the occasion. Restaurants were crowded both inside and out, and it seemed as much as caterers could do to feed the multitude. This year's French Derby was won by Baron de Rothschild's colt *Alcantara II*, who was loudly applauded on his brilliant success.

## MOROCCO.

The French Government is sincerely grateful to Spain for withdrawing her troops from Morocco; there was no need for the step taken by Spain, which was only destined to complicate matters and cause friction between France and Spain. As soon as it became known that Spanish troops had been landed at Algeciras, and a force had been dispatched to Algeciras, the French Press was up in arms. French newspapers describe Spain's action as nothing more or less than a flagrant violation of the Act of Algeciras, and of the Franco-Spanish treaties of 1904 and 1905. Spain acted without the consent of France, so was in the wrong. Some maintain that Spain was "pushed into it" by an interested Power, whose name can easily be guessed, just to force the hand of France. It will be seen that the incident ended as quickly as it did. The French troops under General Meintier have experienced very severe fighting of late; they, however, succeeded in capturing Mequinez and taking the Sultan's brother prisoner. Germany, which for several years past has

made herself conspicuous in Morocco, has no intention of seeing Morocco swallowed up by France and Spain—hence her audacious suggestion that Morocco be divided between Germany and France. So far, France has no intention of definitely settling down in Morocco, or of permanently occupying Fez. It would perhaps be as well, in future if the did; the country, like the Sudan and Egypt, will never be fit for anything until France or some other European Power takes it over and converts it into a land flowing with milk and honey as did Great Britain with regard to Egypt and the Valley of the Nile.

## ABSENCE.

What a different people the French will be when they cannot get any more absinthe to drink. The "green-eyed monster" is responsible for having brought France down to its present degraded state. There was laid before the Senators last Wednesday the Report of the Parliamentary Committee appointed to study the proposals of M. de Lamazare, which aim at prohibiting the sale of absinthe in this country. The Senatorial Commission has reported favourably on the Bill which prohibits, under a penalty of from 100 to 2,000 francs, the manufacture, sale, transport, and keeping for sale and importation of all alcoholised liquors containing essence of absinthe. The Bill is to become law two years after promulgation, except as regards importation, which will be immediately prohibited. Official statistics communicated to the Commission show that the known consumption of absinthe in France increased from 6,713 *hectolitres* (one *hectolitre* equals 22 gallons) in 1873 to 235,467 *hectolitres* in 1900; since that year the consumption has varied from 160,000 to 207,000 *hectolitres*.

## THE BUDGET.

Discussing the Budget in the Senate a few days ago, M. Gauthier, the Reporter-Contental, remarked that the growing increase in expenditure was due to social legislation and the larger requirements of the Army and Navy. The Reporter predicted a deficit of 71,000,000 francs, but he opposed the idea of contracting a loan to cover it. The Minister of Finance, M. Caillaux, estimated the deficit at less, namely, at only 51,000,000 francs, at the same time pointing to an increase of 180,000,000 francs in revenue. The Minister emphasised the necessity of keeping expenditure within bounds, of strengthening control, and reforming taxation.

## ENCOURAGING THE BIRTH RATE.

From New Caledonia comes the news that the Government of that Colony has decided to pay a premium of 10 francs on every child of a native parent born in the Colony in consequence of the alarming decrease of births.

## ANTI-HOAX BILL.

The new French anti-hoax Bill is warmly welcomed, because supplying a long felt want. Far too many practical jokes, involving considerable expense to the State, have been played of late. M. Charles Delonays and M. Emmanuel Brousse, two well-known Deputies, with the view of suppressing such a nuisance, have put their names to the following amendment of Article 222 of the "Code Pénal":—

"Whoever shall, by monologues or by assuming false identity or by lying denunciation or by simulation of crime or offence or otherwise have procured or attempted to procure the setting in motion of authority and public force, and thus without justification and with a view to personal interest or mystification shall be punished by imprisonment of three to six months, and a fine of 15 to 1,000 francs, or to one of the two penalties only." Nor is this all, for the offender will also be made to refund to the State the expense he has caused.

## AVIATION.

Vincennes, a suburb of Eastern Paris, promises to be the thorough next. Sunday with spectators eager to see the 60 aviators, who compete in the European circuit race start on their big flight. The course takes in France, Belgium, Holland, and England. It is nothing else but a race between Paris and London to these named countries. It will be remembered that it was decided some weeks ago to leave Germany out. The competitors are due to arrive at Calais on 26 June. On the following day they will fly across the Channel to Dover, thence to the Shoreham aviation ground at Brighton, and finally to the London aerodrome at Hendon, arriving there the same day. The route will be marked with huge signals in the form of arrows. The prizes will be distributed in Paris at the end of the circuit. Keen excitement prevails. Aviators seem more enthusiastic than ever to conquer or die in France. Next Sunday's race is an international one, in which England is represented by two picked flying men who will use French machines, and there will also be two British machines.

## HEAD-HUNTERS IN FORMOSA.

A Formosan dispatch reports the appearance on Sunday, June 25, of a considerable number of aborigines in the valley of the river Tokinoko, Mt. Nurnin. A detachment of constables and native "braves" was at once dispatched against them. According to a constable who returned from the front Monday morning, one constable was beheaded by the tribesmen somewhere in the upper reaches of the river Tokinoko. Again on the afternoon of the same day five persons were decapitated in Tchinchu.

Upon the receipt of information of these outrages, a force was sent out, which succeeded in cutting off the retreat of the aborigines. In the night six parties were frequently sent up from the tribal villages, and the Japanese authorities threw shells by way of demonstration. Tuesday morning, some thirty tribesmen attacked the defence lines drawn up by the subjugation troops of Shinkoku. But they were repelled after the exchange of a hot fire lasting for about half-an-hour. In this brush there were killed and three wounded on the Japanese side. About the same time, six aborigines attempted a night assault in the neighbourhood of Tenguno-hama. Nithonmatsu, but they were repelled.

## TIENTSIN-PUKOW RAILWAY.

In the course of his report on the Trade of Nanking for the past year Mr. F. E. Wilkinson, H. B. M. Consul, says:—

During the year under review the construction of the southern or British section of the Tientsin-Pukow Railway, which was commenced in January, 1903, made steady progress, and it was found possible in February, 1911 to attach passenger cars to the construction train running between Pukow and Lin Hua Kwan, a distance of 94 miles. Rail has actually been laid as far as Hsienhchou, which is not much more than 30 miles from the point at which the line joins up with the German section, and there is every hope that the whole of the British section, which is 236 miles in length will be available for traffic by about the middle of 1912. The construction of the railway up to the present has been rather more difficult than was anticipated.

For many miles the line travels through a plain lying several feet below the level of the adjacent rivers. These are guarded by high flood banks which are liable to burst in flood and inundate the country, so that, to ensure the safety of the railway, it has been found necessary to support it on an embankment 20 ft. high. Owing, however, to the marshy nature of the soil on which it rests, this embankment is continually subsiding and has to be constantly repaired. In other places the train passes through rock districts where cuttings up to 40ft. in depth alternate with high embankments with numerous bridges and culverts.

So far no arrangements have been made for the opening to foreign trade of Pukow, the Yangtze terminus of the line, which is situated on the northern bank of the river opposite to Nanking. The idea of the Chinese authorities, if they open Pukow to trade, at all, is, in their solicitude, on the one hand, for their sovereign rights, and, on the other, for their *letitia* revenue. They seem very reluctant to do, but which, if the railway is to be a paying asset, is an absolute necessity to make the place a separate port rather than extend the area of the treaty port of Nanking so as to include Pukow within its limits. The latter course would seem, however, the more practical of the two and would only save a good deal of confusion. The site of the future business-quarter of Pukow will be along the foreshore of the river on either side of the railway terminus, which is situated immediately opposite the so-called foreign settlement of Nanking. At this point the Yangtze is only some 1,200 yards in width, so that the two places must in any case share the same anchorage, which makes it almost absurd that they should be separate treaty ports. The delay of the authorities in coming to a decision on the point is likely to prove prejudicial to the interests of the railway, for the whole of the foreshore at Pukow is periodically invaded by the river and, to be above flood level, will have to be raised on an average about 12ft. The filling in of the land will, as the experience of the railway has proved, be a slow and costly undertaking, far beyond the means of its present owners, so that it is quite certain that, unless Pukow is opened to trade promptly, and the sale of land permitted to foreign and Chinese business firms, in whose interest it will be to develop their land at once, the line will be completed before any facilities for trade other than those provided by the railway can be made available. That the Chinese directors of the line are alive to the necessity of facilitating the railway to the interests of the railway, for the whole of the foreshore at Pukow is periodically invaded by the river and, to be above flood level, will have to be raised on an average about 12ft. The filling in of the land will, as the experience of the railway has proved, be a slow and costly undertaking, far beyond the means of its present owners, so that it is quite certain that, unless Pukow is opened to trade promptly, and the sale of land permitted to foreign and Chinese business firms, in whose interest it will be to develop their land at once, the line will be completed before any facilities for trade other than those provided by the railway can be made available. That the Chinese directors of the line are alive to the necessity of facilitating the railway to the interests of the railway,

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: PRESS OFFICE, H.R.C.

5th Ed. Letters.

## INTIMATIONS

TO-NIGHT! TO-NIGHT!!  
THE  
HIPPODROME  
CIRCUS  
AND  
MENAGERIE.

Location—CAUSEWAY BAY.

Under a specially constructed  
MAR SHED.  
GREAT SUCCESS OF  
FIRST GRAND  
CHANGE OF PROGRAMME.  
DON'T FAIL TO SEE  
THE TIGERS.

## MATINEE!

SATURDAY, AT 4.30 P.M.  
TIME AND PRICES AS USUAL.  
Children under 12 years Half Price.  
BOOKING OFFICE FOR SEATS:  
ROBINSON PIANO CO.  
Hongkong, 11th July, 1911. 1889

## THEATRE ROYAL.

LECTURE  
ON  
CHRISTIAN SCIENCE

BY  
W. D. McCrackan, M.A., C.S.B.

Member of the CHRISTIAN SCIENCE  
BOARD OF LECTURESHIP.  
BOSTON, U.S.A.

JULY 20TH, 1911, AT 6 P.M.

All are cordially invited.

Admission Free.  
Hongkong, 7th July, 1911. 1921

## NOTICE.

IT is proposed to form a TENNIS CLUB at Kowloon for Europeans and to lease the Four Courts at the back of HUMPHREYS' Estate Co's Flat in Nathan Road. Those interested in the above project are requested to send in their names to

The Secretary,  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.,  
Alexandra Buildings,  
Hongkong, 22nd June, 1911. 1972

## GRACA &amp; CO.

PEPPER ST. (Hongkong Hotel Building).  
Dealers in  
POSTAGE STAMPS, VIEW POST  
CARDS, FLOWER SEEDS,  
CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp  
and Post Card Albums, Artistic Mosaic Pictures  
made of used Postage Stamps.

Inspection Invited. 1891

## MITSU BISHI GOSHI KWAISHA.

## COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA  
OCHI, MUTABE, YOSHINOTANI,  
HOJO, KANADA, NAMAZU, SAYO,  
SHINNEW and KAMIYAMADA  
Collieries.

SOLE AGENTS FOR  
KISHIMADA Coals.  
HEAD OFFICE—MARUNOUCHI,  
TOKYO.

AGENCIES—  
YOKOHAMA: M. ASADA, Esq.  
CHINKING: Messrs. GEARING & CO.  
MANILA: Messrs. MACDONALD & CO.  
SINGAPORE: Messrs. BORNEO CO., LTD.

For particulars apply to  
Y. SHIBUYA,  
Manager,  
No. 2, Peppert Street, Hongkong.

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on  
Sale daily at the following Stores—

KOWLOON BOOK STALL, Ferry Wharf.

Messrs. H. BUTTONJEE & SONS, Kow-  
loon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road  
Mr. AH YAU, Hongkong Stall, Ferry Wharf

From THE  
DAIRY FARM CO., LTD.

Butcher's Dept.

Price list on application.

## PUBLIC COMPANY

HUMPHREYS' ESTATE & FINANCE  
COMPANY, LTD.

SHARE CERTIFICATES, Nos. 5,248 and  
5,249 for One hundred and twenty-five  
(125) Shares numbered 148,070 to 148,169 and  
148,170 to 148,194 inclusive, fully paid-up,  
standing in the Register in the name of NG  
LI HENG, of Hongkong, having been Lost or  
Destroyed. Notice is hereby given that unless  
the said Certificate is produced at the Offices  
of the Company, Alexandra Buildings, Des.  
Voeux Road Central, Hongkong, on or before the  
28th day of July, 1911, New Certificates for the  
said Shares will be issued and the Old Certi-  
ficates will thereafter be held as the Company's  
null and void.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 28th June, 1911. 1887

## DENTISTRY

DR. M. H. CHAUN,  
DENTAL SURGEON,  
53, QUEEN'S ROAD, CENTRAL.

1ST FLOOR, ROOMS 2 AND 3. From the  
University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. 1403

SIEN TING  
SURGEON DENTIST,  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE  
Consultation Free.  
Hongkong, 4th September, 1905. 1478

## FOR SALE

ERRINGTON, 7-Roomed House, Peak  
Road, beautiful situation.  
For Terms, apply to—

C. SCHROETER,  
Care of Messrs. GARDNER, BONNER & CO.,  
King's Buildings, IIIrd.  
Hongkong, 10th July, 1911. 1923

## FOR SALE OR TO LET

KENLIS, 76, PEAK; SEVEN  
ROOMS; Large "Verandas" and  
American heating apparatus installed, making  
the House dry and comfortable throughout  
the year; Vegetable and Flower Gardens, Croquet  
Lawn, 15 minutes' walk from Tram, 7 minutes  
by Tram. One of the best situations at the  
Peak. Cool in Summer, Warm in Winter.  
Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 2nd February, 1911. 1892

## FOR SALE

REMAINING Portions of MARINE  
LOTS 31 and 36, at PRAYA EAST.  
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD  
IN LOTS TO SUIT TENANTS OR  
PURCHASERS.MARINE LOT  
No. 235  
EXTENSIVE WATER  
FRONTAGE, DEEP WATER.

Applies—  
G. FENWICK & CO., LTD.,  
ENGINEERS & CO.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. 111-112

## ON SALE.

HONGKONG HANSARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1910.

REVISED BY THE MEMBERS.  
PRICE—\$3.

DAILY PRESS OFFICE.  
Hongkong, 21st February, 1911.

## CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST,  
By CHAS. J. HALCOMBE

Formerly of the Imperial Chinese Customs  
Service, Author of "The Mystic  
Flower Land," etc.

For particulars apply to

Y. SHIBUYA,  
Manager.

No. 2, Peppert Street, Hongkong.

Hongkong, 12th May, 1911. 1636

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## SHIPPING

## ARRIVALS.

BOMBAY, MARC, Japanese str., 3,456, J. Teranaka, 10th July—Kobe 1st July, General—Nippon Yusen Kaisha.  
BRASILIA, German str., 4,258, S. Mass, 10th July—Shanghai 6th July, General—Hamburg-American Line.  
DAGY, Norwegian str., 10th July—Canton.  
KWANTUNG, Chinese str., 1,468, Pratt, N.N., C. M. S. N. Co., 10th July—Shanghai 6th July, General—Butterfield & Swire.  
MADRAS, British str., 1,342, G. S. Weigall, 10th July—Santram 4th July, Timber and General—Jardine Matheson & Co.  
MERAKI, British str., 1,420, Utal, 10th July—Singapore 4th July, Sugar—Order.  
MEXICAN PRINCE, British str., J. C. Young, 10th July—Arrow Bay 30th June—Port Said, 3rd July, Kerosene oil—Asiatic Petroleum & Co.  
SHANSHI, British str., 1,228, E. J. Pittiner, 9th July—Shanghai 4th July, General—Butterfield & Swire.  
SHANTUNG, British str., 1,835, J. Robinson, 9th July—Hongay 7th July, Coal—Butterfield & Swire.  
TAPPOREN, Dutch str., 2,030, P. Zwart, 10th July—Makassar 5th July, General—Java-China-Japan Line.

CLEARANCES,  
AT THE HARBOUR MARITIME OFFICE,  
10th July.

Bremen, German str., for Hamburg.  
Carl Diercksen, German str., for Swatow.  
Cathay, Japanese str., for Hongay.  
Dagay, Norwegian str., for Hongay.  
Hutching, British str., for Swatow.  
Hongkong, French str., for Haiphong.  
Kwangtung, Chinese str., for Canton.  
Quinta, German str., for Haiphong.  
Sangay, British str., for Amoy.  
Shanxi, British str., for Canton.  
Soochow, German str., for Haiphong.  
Takao, Dutch str., for Shanghai.

## DEPARTURES.

10th July.  
LUXAN, British str., for Canton.  
Riva, American str., for Manila.

## SHIPPING REPORTS.

The Chinese str., *Kwangtung* reports: S.W. wind, fine, strong set up Coast.

## PASSENGERS.

ARRIVED.  
For *Lion*, from Shanghai, Mr and Mrs. Donby.  
DEPARTED.  
For *Black May*, for London, &c., Mr. M. G. Edmonds, Mr. R. Tamblyn, Mr. and Mrs. B. G. Ellis, Mr. and Mrs. S. M. Leedam and Miss and Mrs. Phelan, 2 children, Mr. G. G. Fox, Mr. K. H. Hobkirk, Mr. J. H. Worth, Mr. Lewis, Mr. Markey, Mrs. A. R. Brooks, Miss Borrows, Miss E. Barnsworth, Miss Twadd, Miss Tordisoum, Mrs. S. Takashi, Messrs. Tordisoum, S. Kiozo, S. Takagi, G. Nishida, G. Yamauchi, S. Goyoi, S. Inaba, James H. Maffet, K. Haya, W. Macpherson, R. M. Heave, W. Adams, G. Speck, A. Rye, T. C. Barry and W. A. Newman.

## LATENT STEAMER MOVEMENTS.

The H.A. Linie str. *Silesia* left Singapore on the 27th instant, a.m., and may be expected here on or about the 1st instant, a.m.

The Silk ex. O.S.N. str. *Princess Mary*, which left Hongkong on the 50th May, was delivered in New York on the 3rd inst.

The P. & O. S. N. Co.'s str. *Kowai* left Singapore by this route on the 6th instant, at 11 a.m., and is due here on the 14th instant, at about 3 a.m.

The L. & S. str. *Kaetsu* on the 9th inst. for Haiphong.  
The Megal. Lin. str. *Sikhs* from United Kingdom arrived in Yeh-chung yesterday.

The Bank Line str. *Zwarte* arrived at Kobe from Moji on the 8th inst.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PERSIA, MOCTAD AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BAVARIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"ASSAYE," Captain E. W. Cockman, R.N.R., carrying Big Majlis's Mail, will be despatched from Haiphong on SATURDAY, the 22nd July, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s str. "INDIA," 7,900 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France. Tea and Cacao for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Mussels and London, other cargo for London, &c., will be conveyed via Bombay by the ss. *Perseus*, due in London on the 3rd Sept. 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 10th July, 1911.

## DIRECT TO SOUTH AFRICA.

S.S. "BARON ARDROSSAN."  
THE above Steamer will be despatched on or about 20th August, direct for DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH, MOSEL BAY and CAPE TOWN.  
For Freight, apply to GILMAN & Co., Hongkong, 7th July, 1911.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & B&G	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co. ...	On 13th inst. at 5 P.M.
LONDON, &c. VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co. ...	On 22nd inst. at Noon.
BERGAVIA	Brit. str.	k. w.	Girstonbrau	—	HAMBURG-AMERIKA LINIE	On 7th Aug.
SEGOVIA	Brit. str.	k. w.	Donmat	—	HAMBURG-AMERIKA LINIE	On 12th Aug.
LIBERIA	Brit. str.	k. w.	Karborg	—	HAMBURG-AMERIKA LINIE	On 19th Aug.
SAKONIA	Brit. str.	k. w.	T. Stohr	—	HAMBURG-AMERIKA LINIE	On 10th Aug.
SPESIA	Brit. str.	k. w.	Faas	—	HAMBURG-AMERIKA LINIE	On 3rd Aug.
MIYASAKI MARU	Jan. str.	—	T. Murai	NIPPON YUSEN KAISHA ...	On 19th inst. at D'light	
KITANO MARU	Jan. str.	k. w.	F. E. Cope	NIPPON YUSEN KAISHA ...	On 2nd Aug. at D'light	
SILVIA	Brit. str.	—	Porzelius	HAMBURG-AMERIKA LINIE	On 21st inst.	
YORK	Brit. str.	—	J. Randermann	MELCHERS & CO. ...	To-morrow at Noon.	
PERSIA	Brit. str.	—	Climak	SANDEL WIELER & CO. ...	On 22nd inst. at Noon.	
SURIGA	Brit. str.	—	Dodwell & Co. LTD.	—	About 14th inst.	
INVERGLYDE	Brit. str.	1 m.	Shewan, Tomes & Co.	—	About 27th inst.	
EXPRESS OF JAPAN	Brit. str.	—	CANADIAN PACIFIC R. CO.	—	On 22nd inst. at 6 P.M.	
ORTELIC	Brit. str.	—	THE BANK LINE, LIMITED	—	On 27th inst.	
MONTAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 12th Sept., at Noon.	
CHICAGO MARU	Jan. str.	—	K. Nojima	OSAKA SHOSEN KAISHA ...	To-morrow at 11 A.M.	
YOKOHAMA	Jan. str.	—	Iriizawa	NIPPON YUSEN KAISHA ...	On 13th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	A. G. Stevens	TOYO KATES KAISHA ...	On 25th inst. at 11 A.M.	
YOKOHAMA	Jan. str.	—	F. Bruning	PACIFIC MAIL S.S. CO.	On 15th Aug., at 4 P.M.	
YOKOHAMA	Jan. str.	—	M. Winkel	—	On 14th inst. at Noon.	
YOKOHAMA	Jan. str.	—	T. S. King	NIPPON YUSEN KAISHA ...	On 4th inst. at 1 P.M.	
YOKOHAMA	Jan. str.	—	H. Fr. ser.	—	On 18th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	T. Sekine	NIPPON YUSEN KAISHA ...	On 20th inst. at Noon.	
YOKOHAMA	Jan. str.	—	H. Nishi	TOYO KATES KAISHA ...	On 15th Aug., at Noon.	
YOKOHAMA	Jan. str.	—	—	THE BANK LINE, LIMITED	On 22nd Aug.	
YOKOHAMA	Jan. str.	—	—	GILMAN & CO. ...	About 20th Aug.	
YOKOHAMA	Jan. str.	—	V. McClymont-Liddell	JARDINE, MATTHESON & CO., LTD.	On 20th inst. at Noon.	
YOKOHAMA	Jan. str.	—	Richards	BUTTERFIELD & SWIRE ...	On 12th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	Foresyth	—	On 18th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	J. Borfoliat	MELCHERS & CO. ...	About 12th inst.	
YOKOHAMA	Jan. str.	—	M. Courtney	JARDINE, MATTHESON & CO., LTD.	On 13th inst. at Noon.	
YOKOHAMA	Jan. str.	—	G. C. Williams	BUTTERFIELD & SWIRE ...	On 13th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	Bradley	JARDINE, MATTHESON & CO., LTD.	On 14th inst. at Noon.	
YOKOHAMA	Jan. str.	—	G. Phillips, R.N.R.	P. & O. S. N. CO. ...	On 15th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	Benson	BUTTERFIELD & SWIRE ...	On 16th inst.	
YOKOHAMA	Jan. str.	—	Selmer	HAMBURG-AMERIKA LINIE	On 17th inst.	
YOKOHAMA	Jan. str.	—	Tezawa	NIPPON YUSEN KAISHA ...	On 18th inst.	
YOKOHAMA	Jan. str.	—	P. & O. S. N. CO. ...	—	On 27th inst.	
YOKOHAMA	Jan. str.	—	H. S. Bradshaw	HAMBURG-AMERIKA LINIE	On 28th inst.	
YOKOHAMA	Jan. str.	—	F. E. Andrews, R.N.R.	OLOF WILZ & CO., LTD.	On 18th inst. at 1 P.M.	
YOKOHAMA	Jan. str.	—	Foldemann	JAYA-CHINA-JAPAN LINE	On 19th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	M. v. Wijk Jurians	OSAKA SHOSEN KAISHA ...	On 19th inst. at 10 A.M.	
YOKOHAMA	Jan. str.	—	—	—	On 15th inst. at 11 A.M.	
YOKOHAMA	Jan. str.	—	—	—	On 19th inst. at 10 A.M.	
YOKOHAMA	Jan. str.	—	—	—	To-day, at 11 A.M.	
YOKOHAMA	Jan. str.	—	—	—	On 13th inst. at 1 P.M.	
YOKOHAMA	Jan. str.	—	—	—	On 14th inst. at 1 P.M.	
YOKOHAMA	Jan. str.	—	—	—	On 18th inst. at 1 P.M.	
YOKOHAMA	Jan. str.	—	—	—	On 17th inst. at Noon.	
YOKOHAMA	Jan. str.	—	—	—	Middle of July.	
YOKOHAMA	Jan. str.	—	Teak	—	To-day.	
YOKOHAMA	Jan. str.	—	Pennfather	JARDINE, MATTHESON & CO., LTD.	To-morrow at Noon.	
YOKOHAMA	Jan. str.	—	M. C. Smith	BUTTERFIELD & SWIRE ...	To-day, at Noon.	
YOKOHAMA	Jan. str.	—	P. H. Rolfe	DOUGLAS LAPPACK & CO. ...	On 17th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	Weigall	DOUGLAS LAPPACK & CO. ...	On 20th inst. at 4 P.M.	
YOKOHAMA	Jan. str.	—	F. Scobell	DOUGLAS LAPPACK & CO. ...	On 22nd inst. at 2 P.M.	
YOKOHAMA	Jan. str.	—	J. Teranaka	—	On 17th inst. at Noon.	
YOKOHAMA	Jan. str.	—	—	—	Middle of July.	
YOKOHAMA	Jan. str.	—	Picari	—	To-day.	
YOKOHAMA	Jan. str.	—	L. C. Townsend	SHI-WAN, TOME'S & CO., LTD.	To-morrow at Noon.	
YOKOHAMA	Jan. str.	—	M. B. Lake	—	On 17th inst. at Noon.	
YOKOHAMA	Jan. str.	—	V. Zwart	DAVID SASSON & CO., LTD.	Quick despatch.	
YOKOHAMA	Jan. str.	—	D. L. de Catalano	JAYA-CHINA-JAPAN LINE	On 19th inst. at 9 A.M.	
SI-KIANG	Jan. str.	—	—	MESSAGERIES MARITIMES	—	

## VESSELS ADVERTISED AS LOADING.

## VESSELS ON THE BERTH

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading  
Macao, Madras and Mauritius.

THE Steamship

CATHERINE APCAR.

Captain C. Townsend, will be despatched for the above Ports TO-DAY, the 11th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD.

Agents: Hongkong, 6th July, 1911.

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SOCIETA NAZIONALE DI SERVIZI MARTINI.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	NEUBIA	5 P.M., 13th	Freight and Passage.
VIA SINGAPORE, PE	Capt. P. J. For	July	
NANG, COLOMBO, PORT			
SALD and MARSEILLES			
SHANGHAI, MOJI, KOBE, NOME		About 14th	Freight and Passage.
and YOKOHAMA	Capt. G. Phillips	July	
SHANGHAI	DELHI	About 20th	Freight and Passage.
	Capt. H. S. Bradshaw	July	
LONDON via USUAL PORTS	ASSAYE	Noon, 22nd	See Special of Call
	Capt. G. W. Cockman	July	Advertisement.
LONDON, MOJI, KOBE, SOKOTRA		About 27th	Freight only.
and YOKOHAMA	Capt. F. E. Andrews	July	
	R.N.E.		
For Further Particulars apply to			
E. A. HEWITT, Superintendent.			

Hongkong, 11th July, 1911.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
• AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
• TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon
• NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
• CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN

FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and

HONOLULU, on FRIDAY, 21st July, at Noon.

All Steamers are equipped with Wireless Telegraphy.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 11th July 4 P.M.
CHEFOO and NEWCHIANG	"SHANSI"	On 12th July, 4 P.M.
SHANGHAI	"LINAN"	On 13th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 15th July, Mid-night
WEIHAIWEI and TIENTSIN	"KOBICHOW"	On 16th July, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 18th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried and REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUA", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai twice every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, £45 SINGLE and £20 RETURN.

For Freight or Passage apply to

Hongkong, 11th July, 1911.

BUTTERFIELD &amp; SWIRE,

AGENTS

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## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFAHRTS GESELLSCHAFT "HANSA".

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE and YOKOHAMA:	S.S. SILVIA	21st July
FOR HAVRE, BREMEN and HAMBURG:	S.S. SPEZIA	3rd Aug.
FOR ROTTERDAM & HAMBURG:	S.S. BRISGAVIA	7th Aug.
FOR HAMBURG & ANTWERP:	S.S. SAXONIA	10th Aug.
FOR ROTTERDAM & HAMBURG:	S.S. SEGOVIA	12th Aug.
FOR ROTTERDAM & HAMBURG:	S.S. LIDERIA	18th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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Hongkong, 11th July, 1911.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI YUNNINGPO	"CHOYSANG"	Thursday, 13th July, Noon.
SHANGHAI, KOBE and MOJI	"KUTSANG"	Friday, 14th July, Noon.
MANILA	"LOONGSANG"	Saturday, 15th July, 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 17th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 17th July, Noon.
TIENTSIN	"CHONGSHING"	Thursday, 20th July, Noon.
MANILA	"YUENSANG"	Saturday, 22nd July, 2 P.M.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOCHEW" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LTD.,

GENERAL MANAGERS

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Hongkong, 11th July, 1911.

DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

## STEAMERS

CAPTAIN

LEAVING.

"WAIKING"	Capt. W. C. Pasemore	TUESDAY, 11th July, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 14th July, at 1 P.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 18th July, at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart THURSDAY, 13th July, at 1 P.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

GENERAL MANAGERS

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Hongkong, 11th July, 1911.



## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

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HONOLULU, on FRIDAY, 21st July, at Noon.

## CHINA NAVIGATION CO., LTD.

